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The Coast Guard **RESERVIST**

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A View from the Bridge

I am pleased to report to you that the *Reservist* is alive and well, and ready to serve you better! This is the first issue of the *Coast Guard Reservist* in its new format. Much time and effort has been devoted over the past few months analyzing the purpose and utility of this publication and its performance of service to Reserve members.

The new, easier-to-read, concise newsletter format is intended to provide pertinent and useful information to all our readers. It is more cost effective to publish and therefore can continue to be funded under our current and projected budget restraints.

I intend to maintain this important pipeline to the field, so that our Coast Guard augmentation/mobilization force is current and well-informed.

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New Reserve GI Bill

The Veterans Educational Assistance Act of 1984 has established a new educational entitlement directed specifically at members of the Selected Reserve. To qualify, you must, between 1 July 1985 and 30 June 1988, agree to serve six years in the Selected Reserve, complete IADT (for RK's this includes Phase II), and have completed 180 days in the Selected Reserve. You must be a high school graduate or possess an equivalency certificate and use benefits for pursuit of an undergraduate degree at other than a Vocational/Technical School.

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RADM Lipscomb says his "good-byes" during his late June retirement ceremony on Government Island.

Admiral Lipscomb Retires, Receives Legion of Merit

Congratulations and a hearty "Well Done!" are in order for Rear Admiral James H. Lipscomb, III, who recently retired after 33 years of commissioned service in the Coast Guard Reserve. Last February, Admiral Lipscomb was awarded the Legion of Merit, the first Coast Guard reservist to receive this distinguished honor. He was cited for outstanding meritorious service as Senior Reserve Officer, Atlantic Area, and later Pacific Area. During this period Admiral Lipscomb was a strong proponent of enhancing the Coast Guard's military readiness through a variety of exercises and joint service maneuvers. He also was a frequent traveler, visiting units throughout the Coast Guard and representing our service at a variety of official functions. Now, along with RADM Breed, Chief of the Office of Readiness and Reserve, RADM Lipscomb is one of two Coast Guard representatives to the Reserve Forces Policy Board.

RADM Lipscomb went out with a "Bang" on 30 June 1985. Instead of a quiet, low-key

ceremony to mark his retirement, the men and women at the 12th Coast Guard District put on a well rehearsed, dignified, and classy ceremony. The ceremony was complete with more than 200 reservists in formation on the tarmac and music provided by the Sixth Army Band, San Francisco.

"I really didn't expect a big retirement ceremony like this", said RADM Lipscomb, who stopped in Alameda enroute from the Reserve Officers' Association convention in Seattle to his home in Florida. "It really isn't traditional to do this for a reserve officer".

"I guess we'll just have to start a new tradition", said VADM John Costello, Commander 12th Coast Guard District and Pacific Area. VADM Costello, who issued the 21 page operation order for the ceremony, went on to describe RADM Lipscomb as "a man who worked for the betterment of the Coast Guard during his long and distinguished career".

His abilities, enthusiasm, and genuine concern will be truly missed.

Recruiting Gets a Lift

For nine days every October the city of Albuquerque, NM, hosts the annual International Balloon Fiesta. This year, one of the 476 hot-air balloons was sponsored by the Coast Guard. The multi-colored balloon was emblazoned with a Coast Guard racing stripe and a toll free phone number—all in the hopes of boosting recruiting efforts. Owned and flown by PS2 Peter James of RU Albuquerque, the balloon carried the message of "Coast Guard Opportunities" with the blessings of RMC Peter Westerbery, OIC of the local recruiting office. More than a quarter of a million spectators attended this year's festival providing almost unlimited Coast Guard advertising. What shall we say? The sky's the limit...



The launch-crew prepares the Coast Guard entry in the 14th Annual International Balloon Fiesta, in Albuquerque, NM.

GI Bill *Continued from Page 1*

You must not already possess a baccalaureate degree.

Benefits are \$140/month for full-time enrollment, \$105/month for three-quarter time enrollment, and \$70/month for half-time enrollment. You are entitled to a maximum of \$5040 (36 months at full-time enrollment) or this equivalent amount based on three-quarter or half-time enrollment. Your eligibility is maintained by continued satisfactory participation in the Selected Reserve; this is not a contributory program. Also, after qualifying and signing the Notice of Basic Eligibility (NOBE), you have up to ten years to use the benefits. An important point: you cannot receive concurrent benefits under both the New GI Bill and the old VEAP program.

For more information, consult COMDTINST 1001.30, or contact your training officer of district(r).

Bridge *Continued from Page 1*

As you have probably read in the newspapers, we now have an approved budget for the Coast Guard through September 1986. That includes a Reserve Program funded at nearly the level originally requested of the Congress. Although the Gramm-Rudman bill will most certainly affect our program (as it will all federal activities), we do not yet know the precise impact of that landmark legislation. I will keep you advised as we learn more details. I am, nevertheless, confident we will be able to keep our program essentially intact during FY 1986. The future years, as the federal deficit reduction efforts continue, will obviously pose a far greater challenge to our program management skills.

During the past few months, I have charged members of my staff, selected district staff personnel, and some reservists from throughout the country to conduct an examination of our training program philosophy and objectives. One issue of particular concern to me that this work group is focusing on is the growing training intensity our program demands in the context of training time and resources. Our challenge is to make the most effective use of the limited time available to ensure all of you, our reservists, are adequately training to carry out your mobilization assignments and maintain an effective augmentation program.

Finally, thank you for your efforts in helping meet what I considered our number one priority for FY 1985... clearly demonstrating that Selected Reserve can grow to, and beyond, its authorized strength of 12,500. We did it reaching 12,590 at the end of September! For FY 1986, I have increased our strength goal to 13,000. Demonstrating our capability to meet the strength objective is essential if we are to obtain needed support from the Administration and Congress for sustained growth in the years ahead. We met our goal in 1985, let's make sure we do again in 1986!

Chief, Office of Readiness and Reserve

Attention All Future BM2's

On an experimental basis, the Institute has developed a study guide to aid personnel studying for the BM2 servicewide examinations. Based on the usefulness of this first study guide, the Institute may prepare them for personnel in other ratings.

The BM2 study guide was developed to aid personnel preparing for future servicewide examinations—especially for April 1986. If you happen to be a BM3 who did not receive a study guide, you may request one by contacting BMCN Rosen or BMC Wilhelm at (405) 686-4388 or FTS 749-4388.

The COAST GUARD RESERVIST is published by the Commandant of the United States Coast Guard.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are encouraged to submit short articles (in "plain English" of no more than 300 words, typed double spaced) and black and white photographs (at least 5x7 inches, with identifying captions) to the editor for possible publication. Submissions cannot be returned.

Inquiries concerning the Coast Guard Reserve should be addressed to: Commandant (G-RSP), U.S. Coast Guard, 2100 Second Street SW, Washington, DC 20593. Phone: (202) 426-2350 FTS 426-2350.

CG-288

Dolphin Preview

LT Frank Kurinec, Training Officer for CGRU Air Station Savannah, recently arranged a preview of the Aerospatiale Dolphin for the crew of CG Air Station Savannah. LT Kurinec flies the civilian model of the Coast Guard's new HH-65A for his employer, West Point Pepperell. LT Kurinec served as an active duty pilot and has continued his affiliation with Coast Guard aviation as a drilling reservist.

While the aircraft was at CGAS Savannah, regular and reserve crew members were able to look over the equipment and learn what to expect when the new helicopter is delivered.



There's no racing stripe, but it's about the same as the new HH-65A's. LT Frank Kurinec stands in front of his employer's "Dolphin", which he was able to bring to CGAS Savannah for a briefing with reserve and regular airdales.

Navigation Light Simulator

Boat crew members of Reserve Unit 3 COTP New York sat in their chairs listening to BMC John Washburn's lecture on night navigational operations. The chief pointed out that boat crews piloting New York harbor are faced with increased night operations and must be able to distinguish background lights on shore from lights on vessels.



BMC John Washburn (left) uses his Navigational Lights Simulator to train reserve boat crews about night operations.

The chief then walked over to the door, shut off the lights, and placed an odd looking piece of wood on the desk. As soon as he switched on several of the model's lights, crew members recognized this block of wood as a training aide, complete with a mast, which would provide a more effective presentation of vessel navigational lights.

A teacher by trade, Washburn realized the importance of visual aids and mock-ups, and so designed the Navigational Light Simulator. He believes it is a better instructional tool than flash cards or diagrams and has made learning easier for boat crew members. The model is capable of 23 different light configurations, may be viewed by several students at the same time, provides a more realistic presentation when viewed from eye level in a darkened room, and can be rotated. Above all, as the Chief found out, it motivates students because of its greater focus of attention.

The Navigational Light Simulator created considerable interest among boat crew members. Reaction to the mock-up was enthusiastic, and the simulator will be included in further classroom training.

Built at a cost of under thirty dollars, the Navigational Light Simulator can be fabricated locally by any Coast Guard unit that may want to obtain their own model. A set of plans outlining the electrical wiring and scale size is available from BMC John Washburn, Reserve Unit 3, COPT, Bldg. 109, Governors Island, New York 10004.

Competition Briefs

Small boat and other competitions allow Coast Guard Reservists to "flaunt their stuff". As space allows, the Reservist will publish results.

On the international front, LCDR Malvin Harding, training officer for RU4 Portland, OR, participated in the recent annual NATO Confederation of Interallied Reserve Officers (CIOR) military pentathlon. Competitors from ten NATO countries met in Oslo, Norway, to battle for the gold in marksmanship, land and water obstacle courses, land navigation, grenade throwing, and orienteering. LCDR Harding participated as a member of one of six three-man teams fielded by the United States. LCDR Harding's team placed fifth overall, in a field of 38 teams, and took first in their division of over-35.

Recent group small boat competitions (all "stateside") include:

Reserve Group Boston, MA: First place to RU Station Point Allerton, crewed by BM2 Gerry DeModena, MK2 Rich Marini, MK1 Frank Lightbody, and BM2 Carol Sarofeen-Hunt.

Reserve Group Portland, ME: First place to RU Portsmouth Harbor, crewed by BM1 Richard Mudore, BM2 Stephen Murphy, MK3 Robert Baptiste, and BM3 Scott Donnelly.



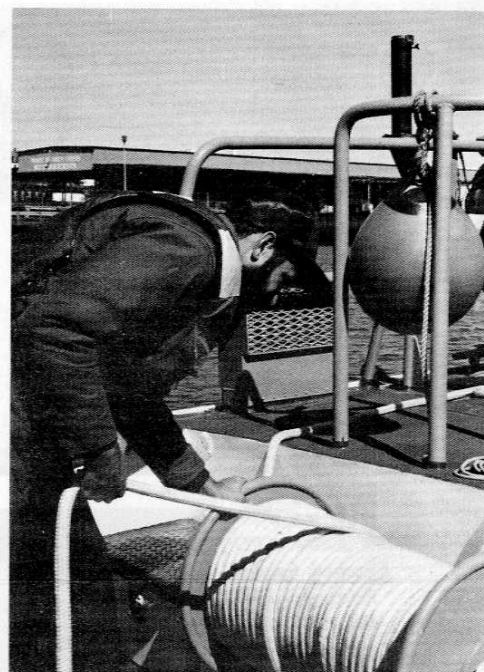
Helo-ops during the 1985 Reserve Group Boston small boat competition: preparation for a MEDEVAC evolution.

"Bold decisions give the best promise of success."

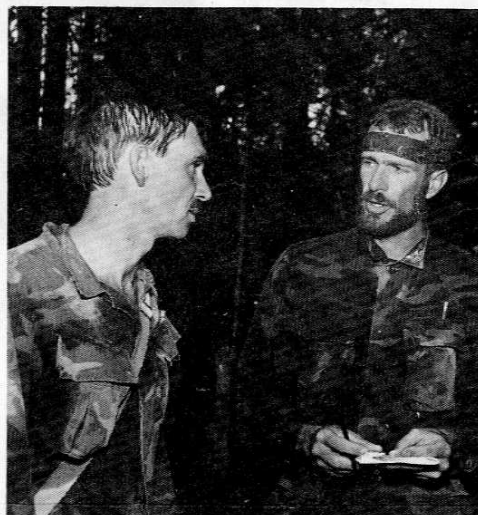
—Erwin Rommel
German general, World War II

"Let no man's ghost say, 'If only my training had been better.'"

—Early drill instructor's motto



BM3 Scott Donnelly, a member of RU Portsmouth Harbor's winning boat crew, rewinds tow line during Reserve Group Portland's 1985 small boat competition.



LCDR Malvin Harding (right) reviews performance during the orienteering portion of the CIOR competition in Oslo.

New Reservist Format

As you may have noticed, the *Reservist* now comes to you in a newsletter format. Long, feature-type articles will be impractical and difficult to accommodate in this new format. However, members of the Reserve are still invited and encouraged to submit articles and photographs. Articles should be typed, double spaced, and limited to 300 words; photographs should be black and white at least 5x7 inches in size. Submissions which do not conform to these standards will not be considered for publication. Every effort will be made to enhance the quality and utility of this publication for the Coast Guard family.



That was then, this is now: CPO Elizabeth Splaine helps with ENS Bennett Sparks' new shoulder boards. That was 1957 when they both served in a naval reserve patrol squadron. A mere 28 years later, CW04 Splaine (Ret) helps Mrs. Sparks with boards of a bit more gold.



Avoiding the Big Bang

The two-week Explosive Handling Supervisor course (EHS) at the Reserve Training Center in Yorktown, VA, is now completing its first year. Formerly the course was called Explosive Loading Supervisor and was a unit training program conducted by Port Safety Station Concord, CA. With considerable assistance from Concord there was a thorough analysis of Coast Guard responsibilities and performance requirements. This formed the basis for the new course. Even the title reflects a change of perspective toward the Coast Guard's responsibilities: we are responsible for all phases of explosive handling—not just loading.

For the EHS, there are new eligibility requirements. Formerly, any E-4 to O-4 with the appropriate rating, experience indicator, or mobilization assignment could receive the training. The new EHS is open to any officer or enlisted member assigned as a part of an operations department at a marine safety unit or to explosive handling supervisory duties by mobilization billet. Thus the limited number of training slots are available to those who will be "doing the job" versus those who might be "doing the job".

The EHS course includes detailed instruction on verification of compliance with federal reg-

ulation for the safe handling of commercial and military explosives. The subjects covered include packaged hazardous material regulations for commercial and military explosives, permit processing, compatibility of cargoes, vessel period examination, and supervision of cargo operations.

The emphasis for this new course is, according to one instructor, to "provide background and guidelines in how to properly supervise an operation. Reinforcement of classroom instruction through external mock-ups gear students toward working together in conducting inspections and making decisions".

Thirty percent of the course time is hands-on experience aboard an actual cargo vessel. Completion of prior training requirements is essential, for the classroom work assumes students are familiar with Captain of the Port authorities and operations, the Code of Federal Regulations, and the hazardous cargo regulations.

Enlisted personnel who satisfactorily complete the course will earn the EA qualification code. Reserve officers will earn "initial" assignment of the 49 (Explosive Loading) experience indicator. But everyone who graduates will be better prepared to supervise the safe handling of explosives—avoiding the big bang, that is...

Then... And Now

On 22 October 1957, then CPO Elizabeth Splaine had the honor of pinning Ensign shoulder boards on then CPO Bennett Sparks. Twenty-eight years later, on 26 June 1985 at the National ROA Convention, the now CW04 Splaine (Ret) shared a similar honor with Mrs. Sparks in pinning Flag boards on Commodore "Bud" Sparks. The now new Rear Admiral Sparks was the first, and may be the only, Coast Guard Reserve officer to hold the rank of Commodore.

RADM Sparks is currently the Senior Coast Guard Reserve Officer, Pacific Area. In addition, RADM Sparks recently assumed the position of Vice President for the United States to the Interallied Confederation of Reserve Officers (CIOR). CIOR represents 860,000 NATO reserve officers and is dedicated to the proper training and mobilization readiness utilization of reservists in the defense of Western Europe.

Commissary Test Concludes

The Reserve Commissary Test, in which over 2500 Coast Guard Reservists in the First, Third, Eighth and Eleventh Districts participated during the past 18 months, concluded 1 October 1985. The tested concept, which permitted reservists to "bank" their commissary privileges and use them at their convenience throughout the year, did not receive Congressional approval for nationwide implementation and will not be adopted.

Gabardine Close-Out Special

The existing stocks of men's gabardine dress coats and trousers are being offered at special close-out prices until 31 March 1986. The special servicewide prices are \$5.00 for trousers and \$10.00 for coats. Limited sizes and quantities are available. All orders will be processed on a first come, first served basis.

The coats and trousers may be purchased from your local NAFA exchange uniform store. Individuals in areas where gabardine is not available through the exchange may order by phone from the Cape May NAFA exchange at (609) 884-8394.

There is no termination date for wearing the gabardine uniform. It is authorized so long as it is serviceable in appearance and fit. Supply support will continue to be available for rating badges and service stripes through the mail order program at the Uniform Distribution Center, Cape May.